

WHAT

The State of New Hampshire, through its Department of Transportation Bureau of Aeronautics (Bureau), has been recommended by the Federal Aviation Administration's (FAA) New England Region to be a member of FAA's Airport Block Grant Program (Program). This Program has been in existence in the United States of America since Congress authorized the pilot program in 1990.

WHEN

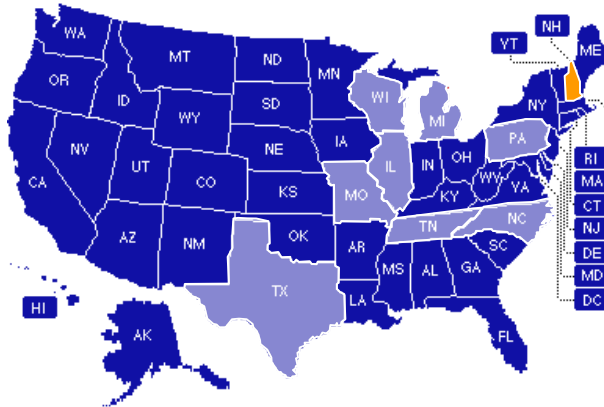
FY 2008 will be a transition year for the FAA and NHDOT to work together to complete the details of the New Hampshire Program. The first airport-improvement grants to be issued under this Program will be the FY 2008 grants.

WHY

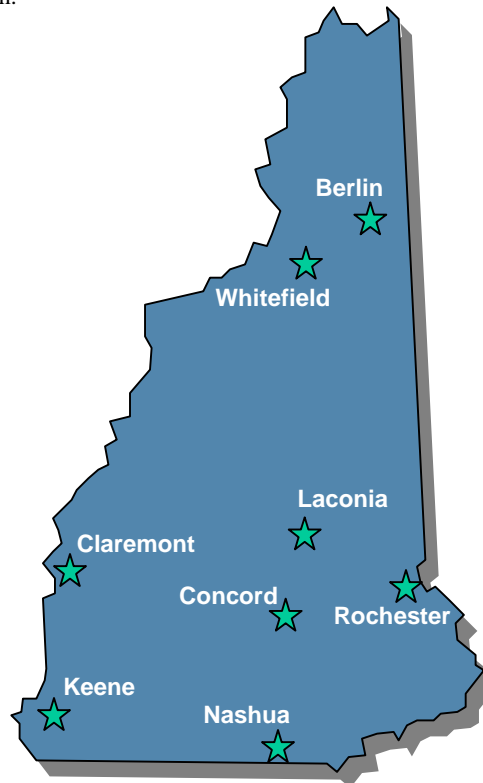
The Bureau's relationship with FAA is as strong as ever. The state's entry into the Program will enable the Bureau to be an extension of FAA's New England Region. Because of the Bureau's working relationships with the aviation community in NH, the Bureau has a better understanding of local issues and needs that will be used to help determine project and funding priorities. By giving the state the funding assistance in one or two grants, the FAA is giving the Bureau the flexibility to redistribute these funds for non-primary airport improvements based, in part, on local needs.

WHO

New Hampshire is the ninth state to actively be included in the Program.



In New Hampshire, only the non-primary airports in the National Plan of Integrated Airport Systems (NPIAS) are included in this program.



HOW

The Bureau will manage the Airport Improvement Program (AIP) grants for all non-primary NPIAS airports and the statewide program.

The Bureau will provide input and decisions on project-related issues and questions instead of the FAA.

The FAA will work with the Bureau as backup during FY 2008 to help the Bureau transition into this Program.

The FAA will ultimately be one of the Bureau's many resources following the FY 2008 transition period.

The Program airports will coordinate all project-related issues with the Bureau. FAA will provide input only upon request.

The Bureau will continue to operate its other programs, including the primary airport grants, 50-50 grants, aircraft operating fee (AOF) grants, airport tax reimbursement grants, and aviation education programs.

The Bureau will be providing additional guidance to Program airports through meetings and website updates.

The Program allows the Bureau to allocate non-primary entitlement and state general aviation apportionment funds to meet local needs. FAA will continue to control the distribution of discretionary funds to non-primary NPIAS airports.

The Bureau will continue to utilize FAA regulations, guidance, and policies to implement projects within the Program such as:

- Airport Capital Improvement Program
- Project Scoping Meetings
- Grant Applications
- Grant Offers
- Grant Reimbursement Requests

The Program airports should experience uninterrupted service of their AIP grants.

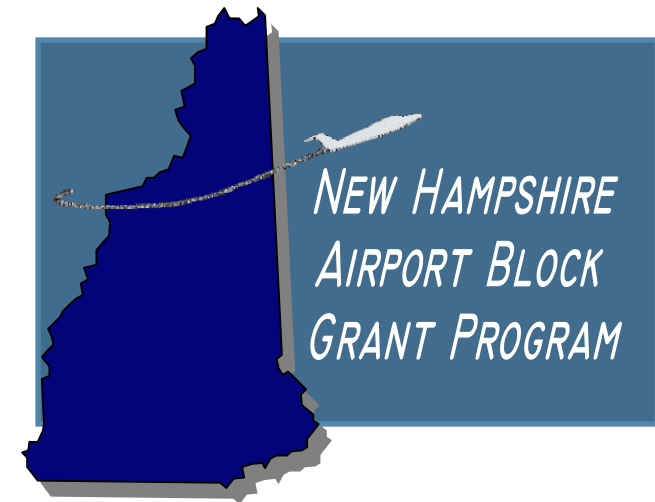
FAA Comments About the Airport Block Grant Program*

- The Airport Block Grant Program (Program) consolidates funding to states for individual airport projects at eligible airports and enhances the state's airport improvement responsibilities.
- The Program shifts or shares administrative responsibility for the Airport Improvement Program (AIP) with the FAA and eligible states.
- The Program allows states greater discretion in selecting and managing projects.
- FAA has found that states have enhanced their working relationships with their airports as a result of this Program.

* Report to Congress: State Block Grant Program, USDOT/FAA, May 1992

FOR MORE INFORMATION,
PLEASE CONTACT US

MR. JACK W. FERNS
DIRECTOR
NHDOT/DIVISION OF AERONAUTICS, RAIL
& TRANSIT
J.O. MORTON BUILDING
7 HAZEN DRIVE
P.O. Box 483
CONCORD, NH 03302-0483
P: 603-271-2552
[WWW.NH.GOV/DOT/BUREAUS/AERONAUTICS/
INDEX.HTM](http://WWW.NH.GOV/DOT/BUREAUS/AERONAUTICS/INDEX.HTM)



INTRODUCTION FOR GENERAL AVIATION AIRPORTS